

TOWN OF LAKE PARK

# **MIXED-USE OVERLAY ZONING DISTRICT**



# AGENDA+ +

- 01** – Overview
- 02** – History
- 03** – Analyzing the Corridor
- 04** – The Plan
- 05** – Mixed-Use Community

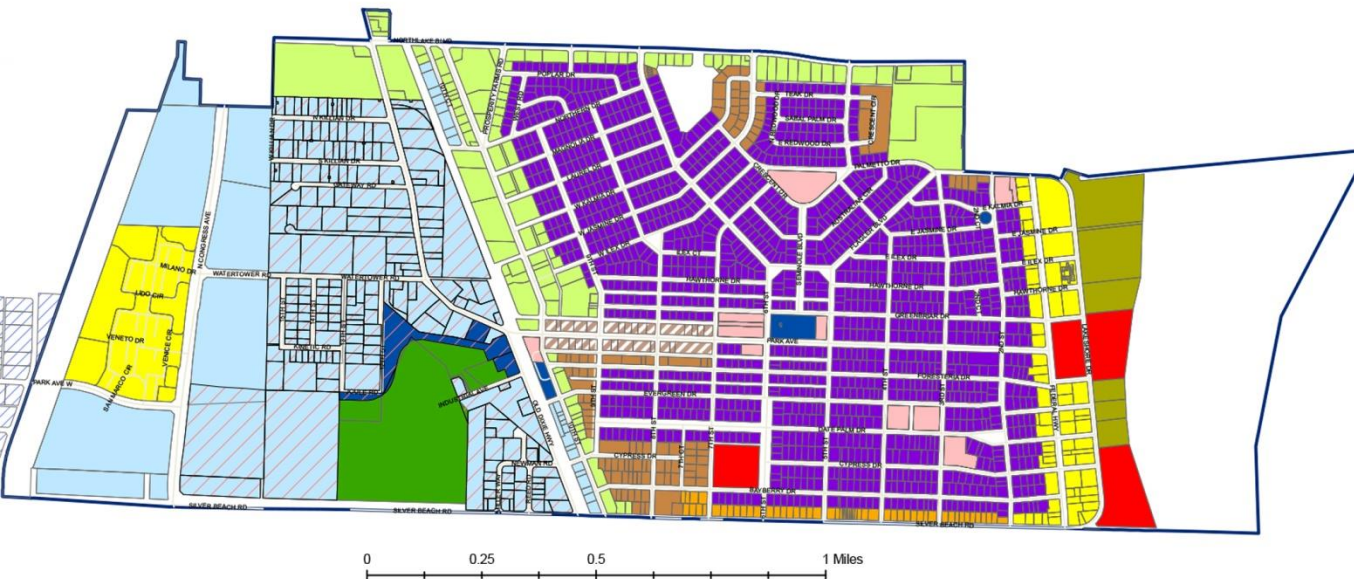
TOWN OF LAKE PARK

# OVERVIEW

# OVERVIEW – KEY TERMS AND DEFINITIONS

## Land Use

The designation of land for a general purpose.  
For example, commercial, residential, or industrial.



### Legend

- |              |                    |                      |                    |
|--------------|--------------------|----------------------|--------------------|
| Bioscience_2 | Downtown           | Condo_density        | Lake_Park_Boundary |
| Conservation | Comm_Lt_Industrial | Resi_Low_Density     | Pub_Bldg_Grounds   |
| Annexation   | Comm_Residential   | Resi_medium          | Rec_Lands          |
| Commercial   | Single_Fam         | Other_Pub_Facilities |                    |



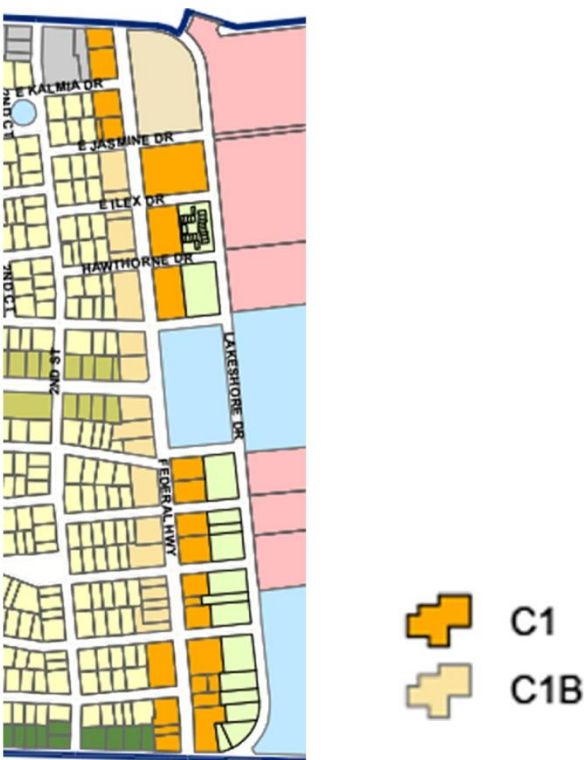
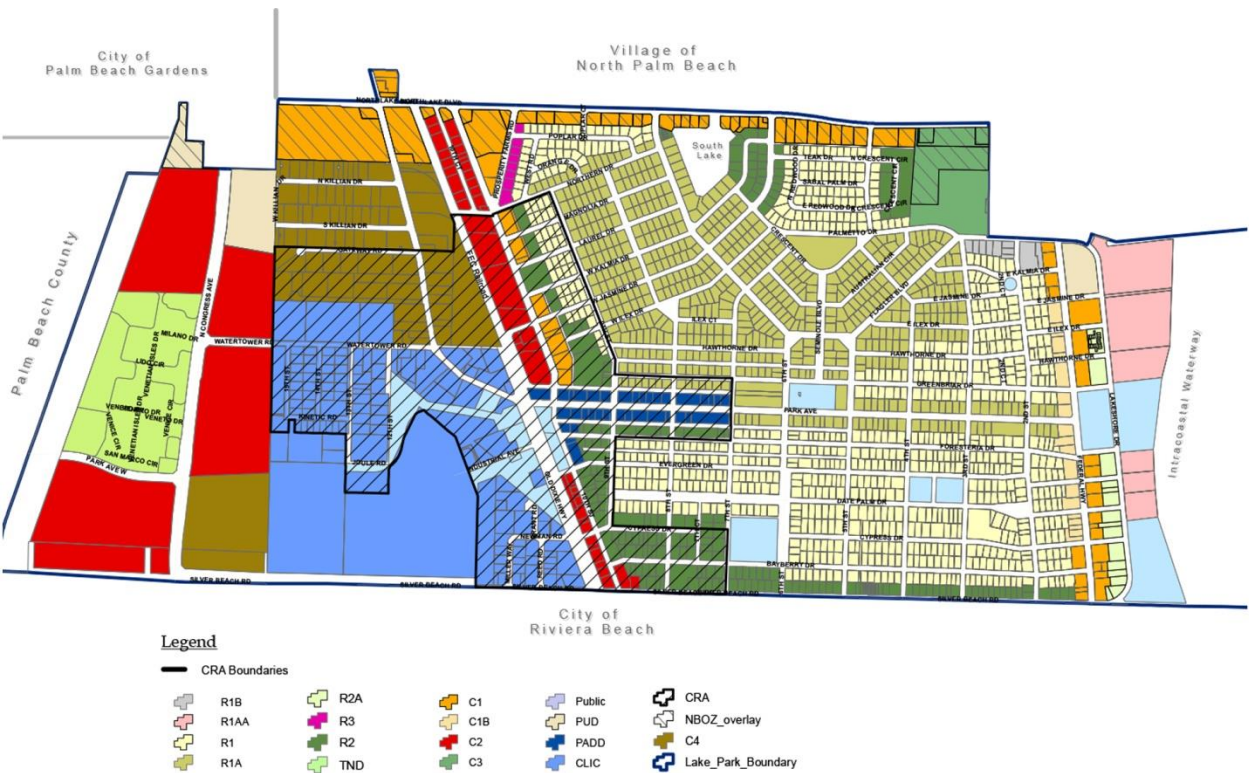
Comm\_Residential



# OVERVIEW – KEY TERMS AND DEFINITIONS

## Zoning

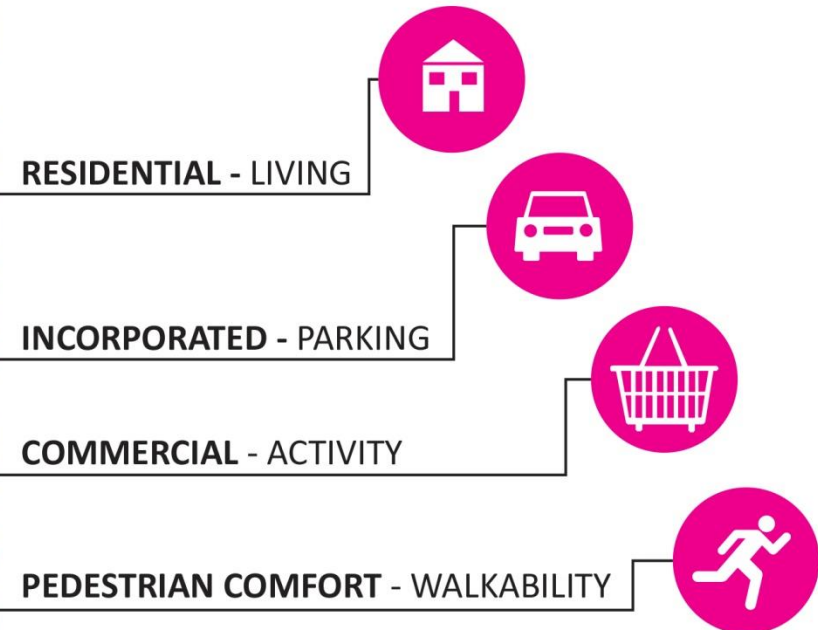
Allowing certain activities/uses within a specified area, or district. For Example, retail shops, or business offices in an area with an overarching “commercial” land use designation.



# OVERVIEW – KEY TERMS AND DEFINITIONS

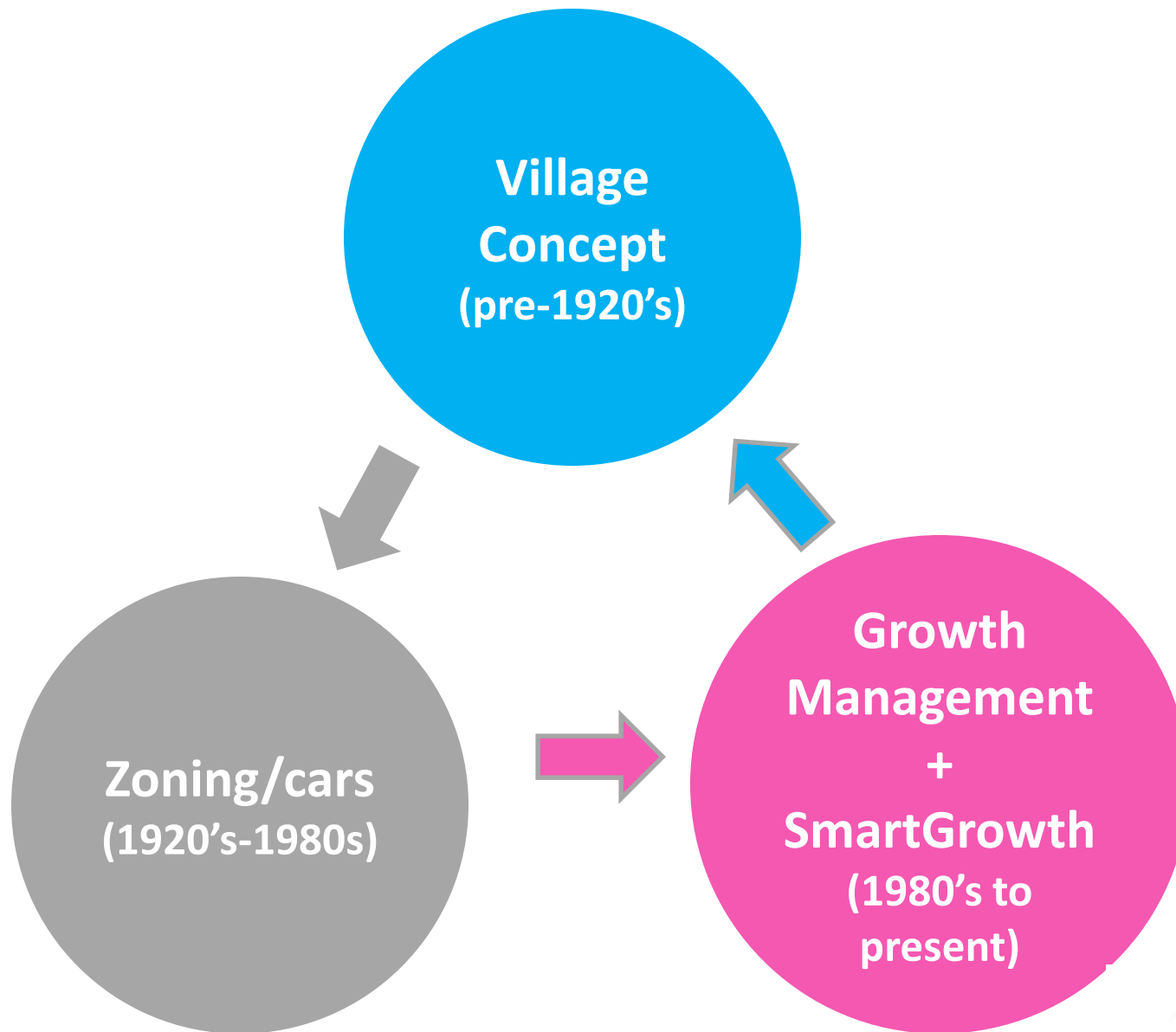
## Mixed-Use

The combination of two or more uses within one development, such as commercial with residential.



Source: Related Group – Mixed-Use development in Downtown Fort Lauderdale

# OVERVIEW – PLANNING DEVELOPMENT LIFE CYCLE





# OVERVIEW – MIXED-USE EXAMPLE 01

## Blue Back Square – West Hartford Town Center



Source: Turner Construction - in West Hartford, CT



# OVERVIEW – MIXED-USE EXAMPLE 02

## Las Olas Boulevard – Downtown Fort Lauderdale



Source: Leticia Ferrero – Real Estate Services - in Downtown Fort Lauderdale



# OVERVIEW – MIXED-USE EXAMPLE 03

## City Center– West Palm Beach



Source: wpbmagazine- in West Palm Beach City Center



# OVERVIEW – MIXED-USE EXAMPLE 04

## Renaissance Commons – Boynton Beach



Source: EstateLy - in Boynton Beach

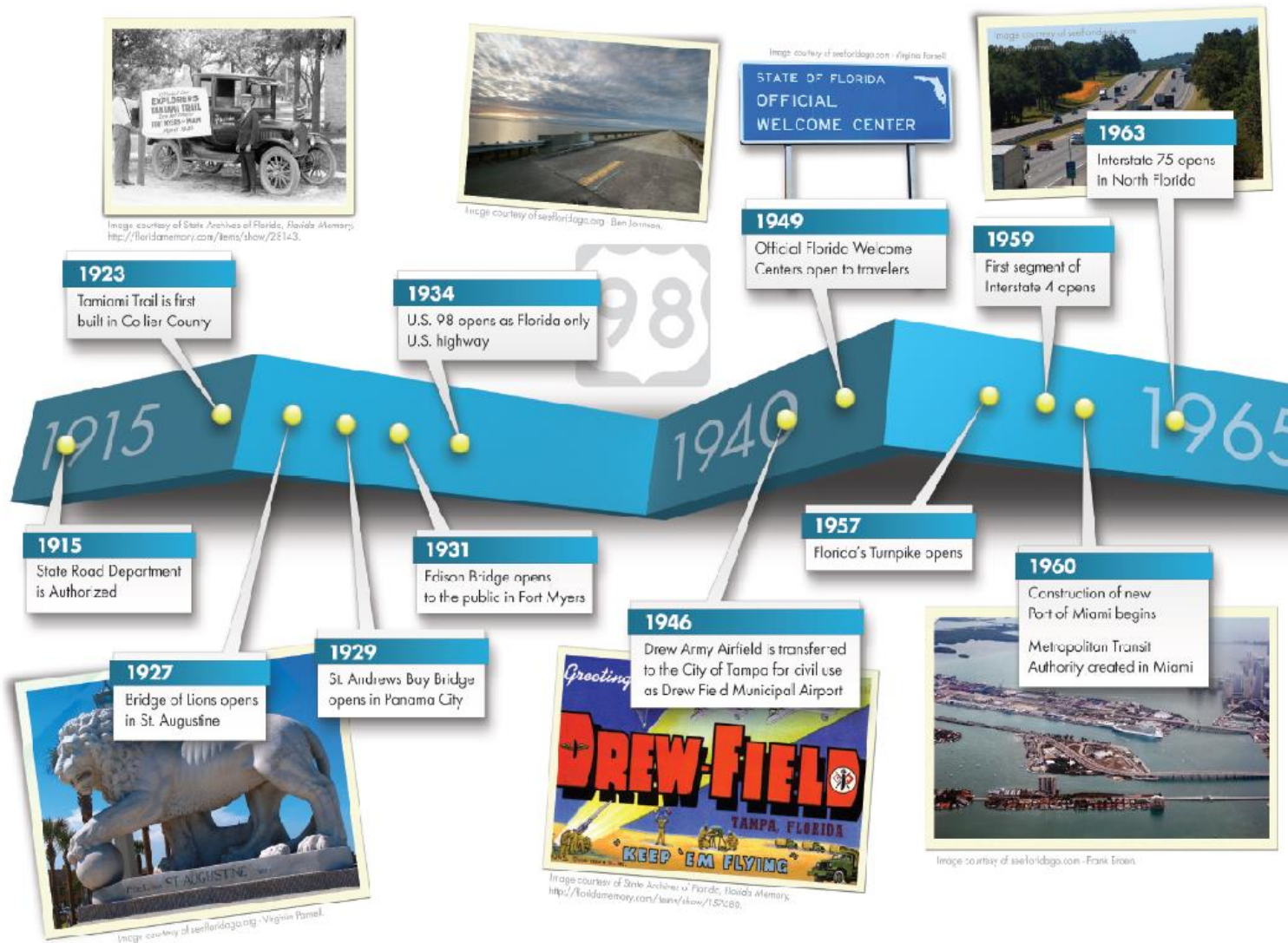
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# HISTORY



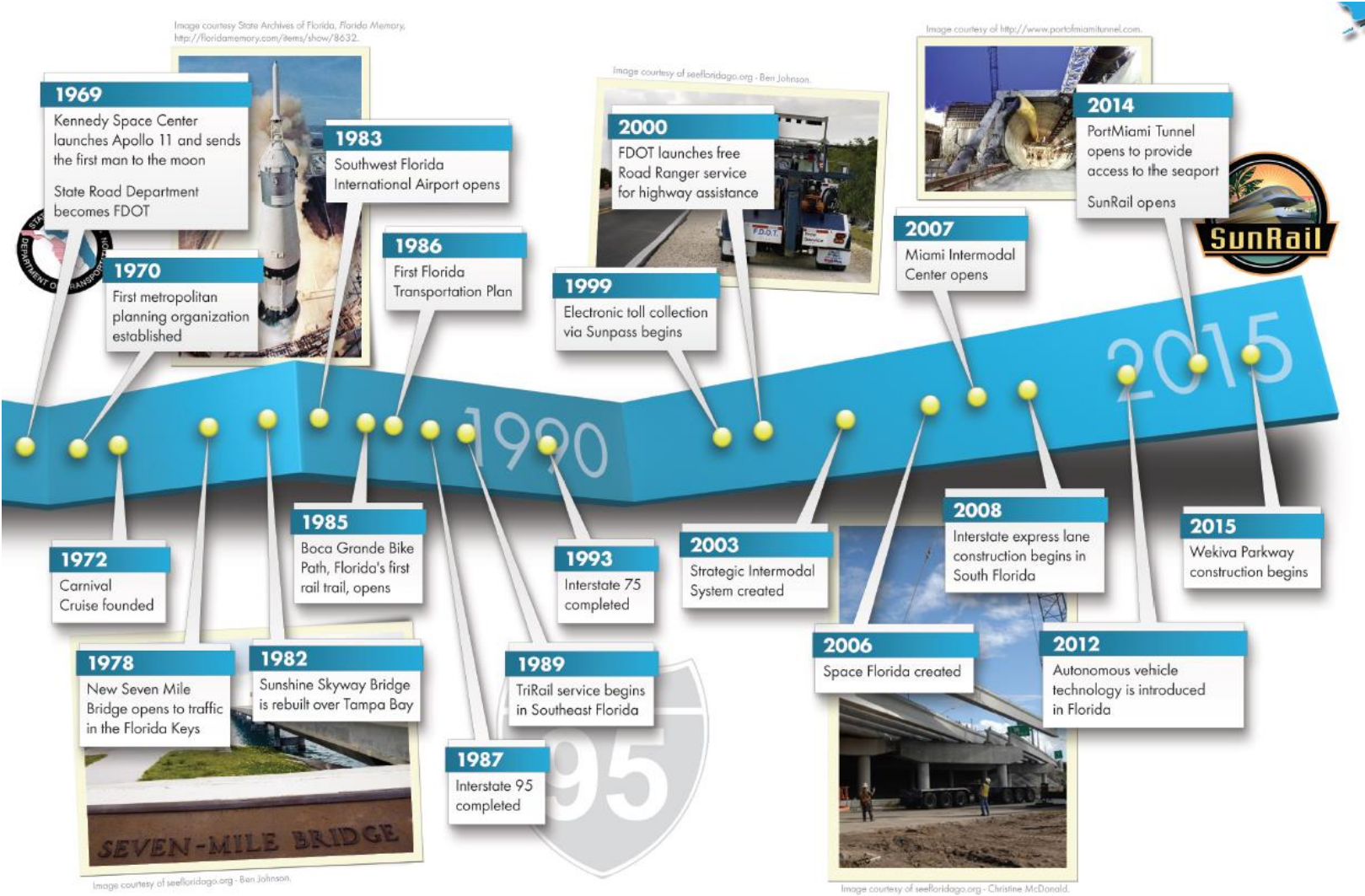
## HISTORY – PLANNING PROGRESSIVE DEVELOPMENT

# Where have we been?



# HISTORY – PLANNING PROGRESSIVE DEVELOPMENT

## Where have we been?



# HISTORY – MIXED-USE DEVELOPMENT

## **Mixed-Use**

Since the 1990's, many cities, towns and villages have been incorporating mixed-use development options in order to boost their economies and give ample activities to its citizens.

## **Positives**

- + Greater housing variety
- + Reduced distances between housing, workplaces, retail businesses, and other destinations
- + More compact development and land-use synergy
- + Strong neighborhood character, sense of place
- + Walkable, bike-able neighborhoods
- + Increase accessibility

## **Vision**

The proposed Mixed-use Overlay District is envisioned as an area that will provide a destination with a mix use, “work, live, and play” uses such as employment, retail, housing, public spaces, and recreation.

**Setting the grounds for the  
progress and future of  
Lake Park!**



# HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

## FDOT Parameters – For Walkable Urban Thoroughfares

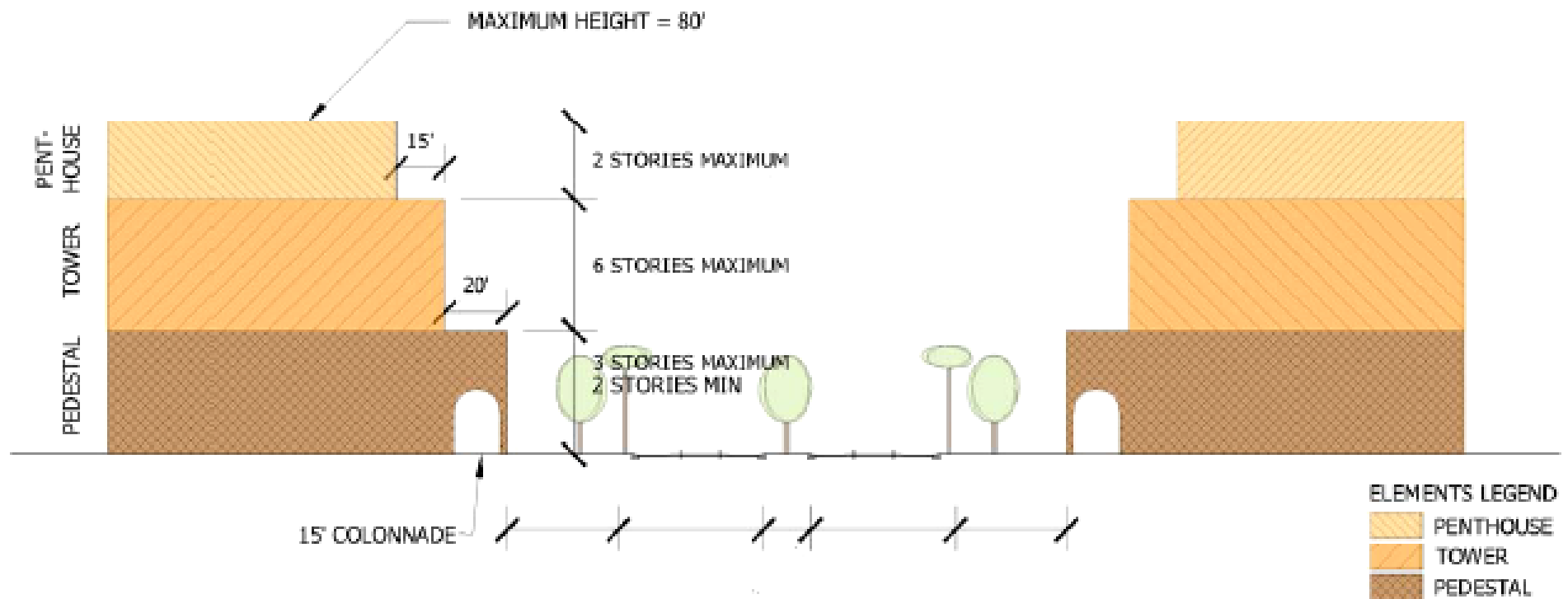
Thoroughfare Design Parameters for Walkable Mixed-Use Areas									
	General Urban (C-4)			Urban Center/Core (C-5/6)					
	Commercial			Residential			Commercial		
	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street
Context									
Building Orientation (entrance orientation)	front	front	front	front	front	front	front	front	front
Maximum Setback [2]	0 ft.	0 ft.	0 ft.	10 ft.	10 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear	rear	rear, side	rear	rear	rear, side
Streetside									
Recommended Streetside Width [3]	19 ft.	16 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.
Minimum sidewalk (throughway) width	8 ft.	6 ft.	6 ft.	10 ft.	9 ft.	6 ft.	10 ft.	9 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting	For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).								
Traveled Way									
Target Speed (mph)	25-35	25-30 [4]	25	25-35	25-30	25	25-35	25-30 [4]	25
Number of Through Lanes [5]	4-6	2-4	2-4	4-6	2-4	2-4	4-6	2-4	2-4
Lane Width [6]	10-12 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width [7]	8'	7-8 ft.	7-8 ft.	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	7-8 ft.
Min. Combined Parking/Bike Lane Width	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.								
Medians [9]	4-18 ft.	Optional 4-18 ft.	None	4-18 ft.	Optional 4-16 ft.	None	4-18 ft.	Optional 4-18 ft.	None

What type of street dimensions will enhance pedestrian activity..

Source: ITE/CNU Designing Walkable Urban Thoroughfares

# HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

## Design Parameters – For Walkable Urban corridors



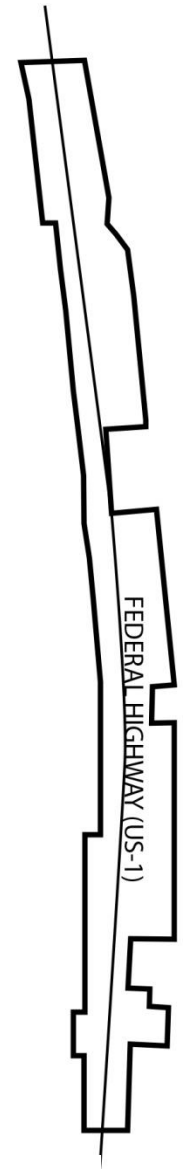
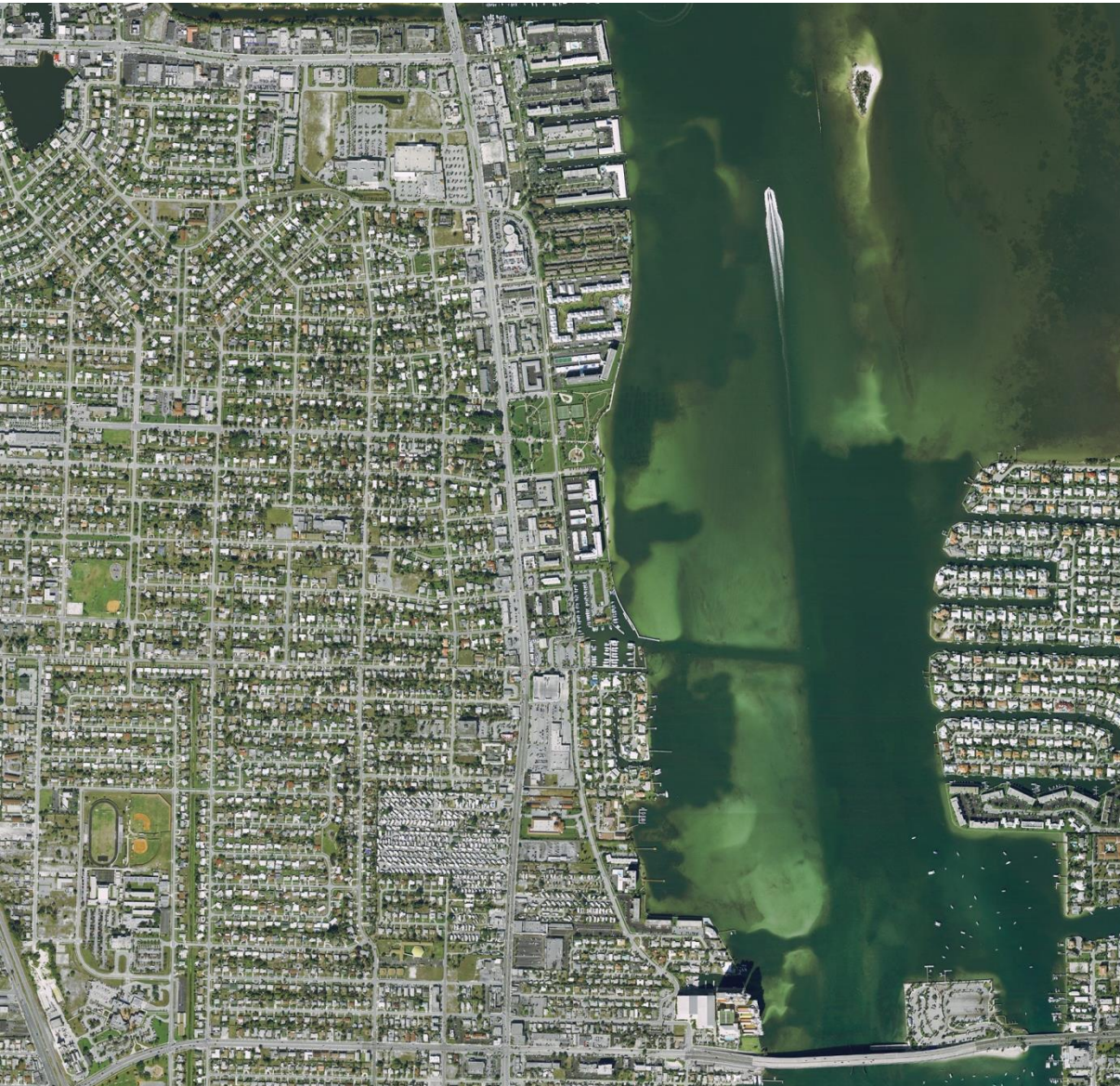
Typical Street Section

TOWN OF LAKE PARK

# ANALYZING THE CORRIDOR



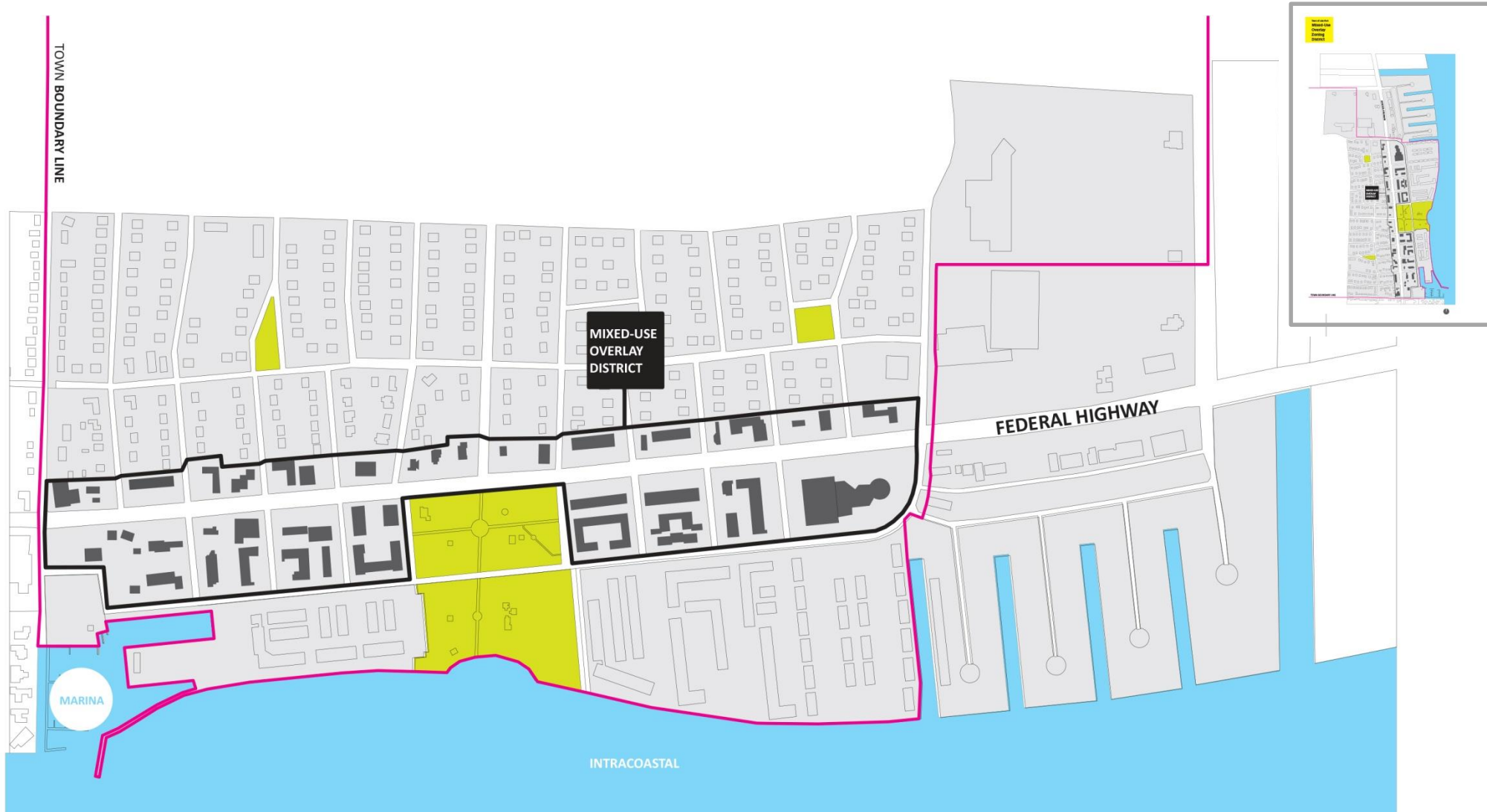
# ANALYSIS – CORRIDOR LOCATION++





# ANALYSIS – MIXED-USE OVERLAY LOCATION+ +

## Within the Town of Lake Park



# ANALYSIS – IDENTIFYING PROBLEMS

## Why?

A few reasons for this project:

- Multiple vacancies
- Unattractive appearance
- Limited relationship with neighboring districts
- The need to maximize the waterfront/marina area
- Develop a greater sense of place
- Create comfortable pedestrian ways
- Increase connectivity/accessibility

# ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

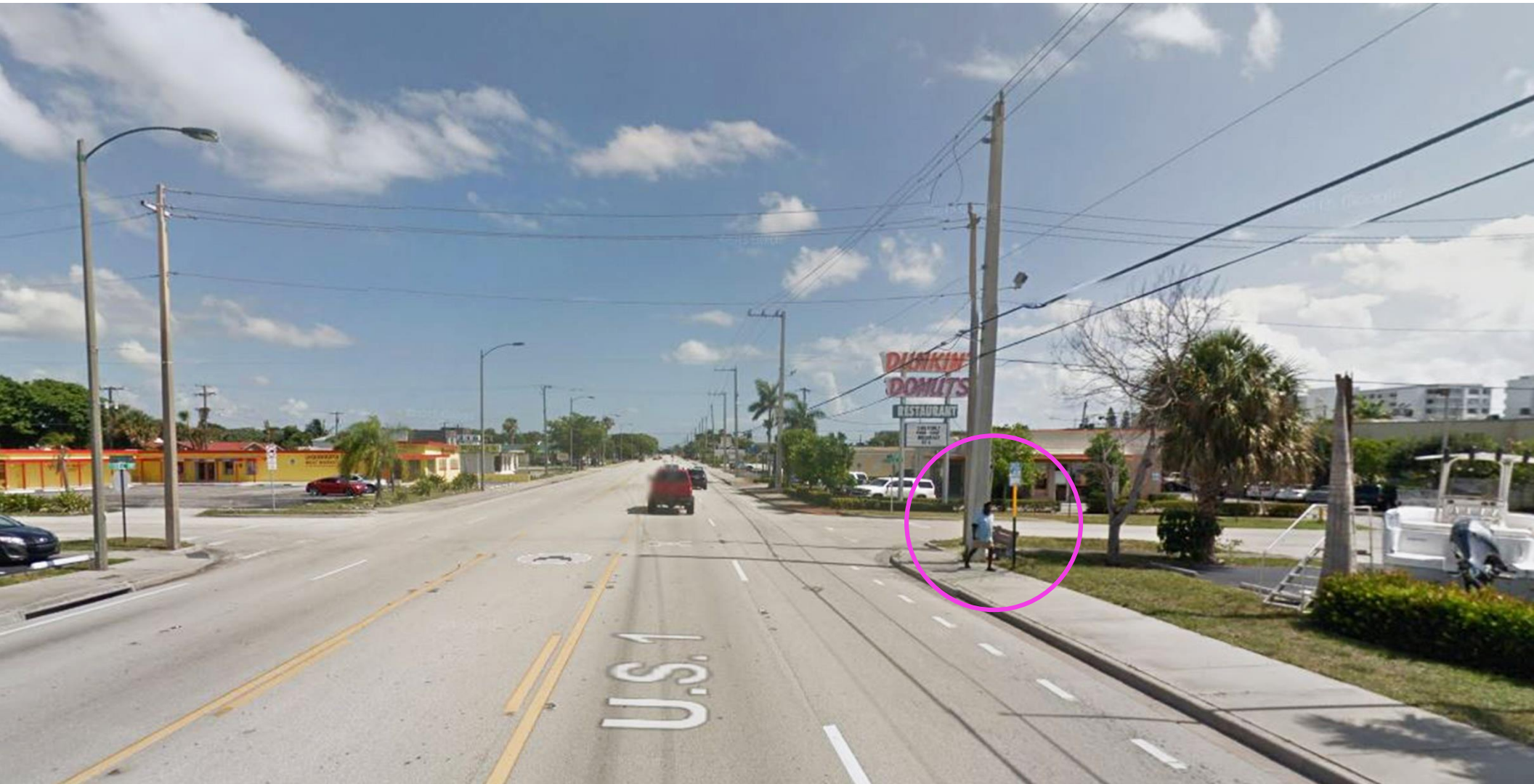
**Parking lot on frontage – interrupts connectivity to building activities**





# ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

## Inadequate landscape – Lacks landscape for pedestrian comfort

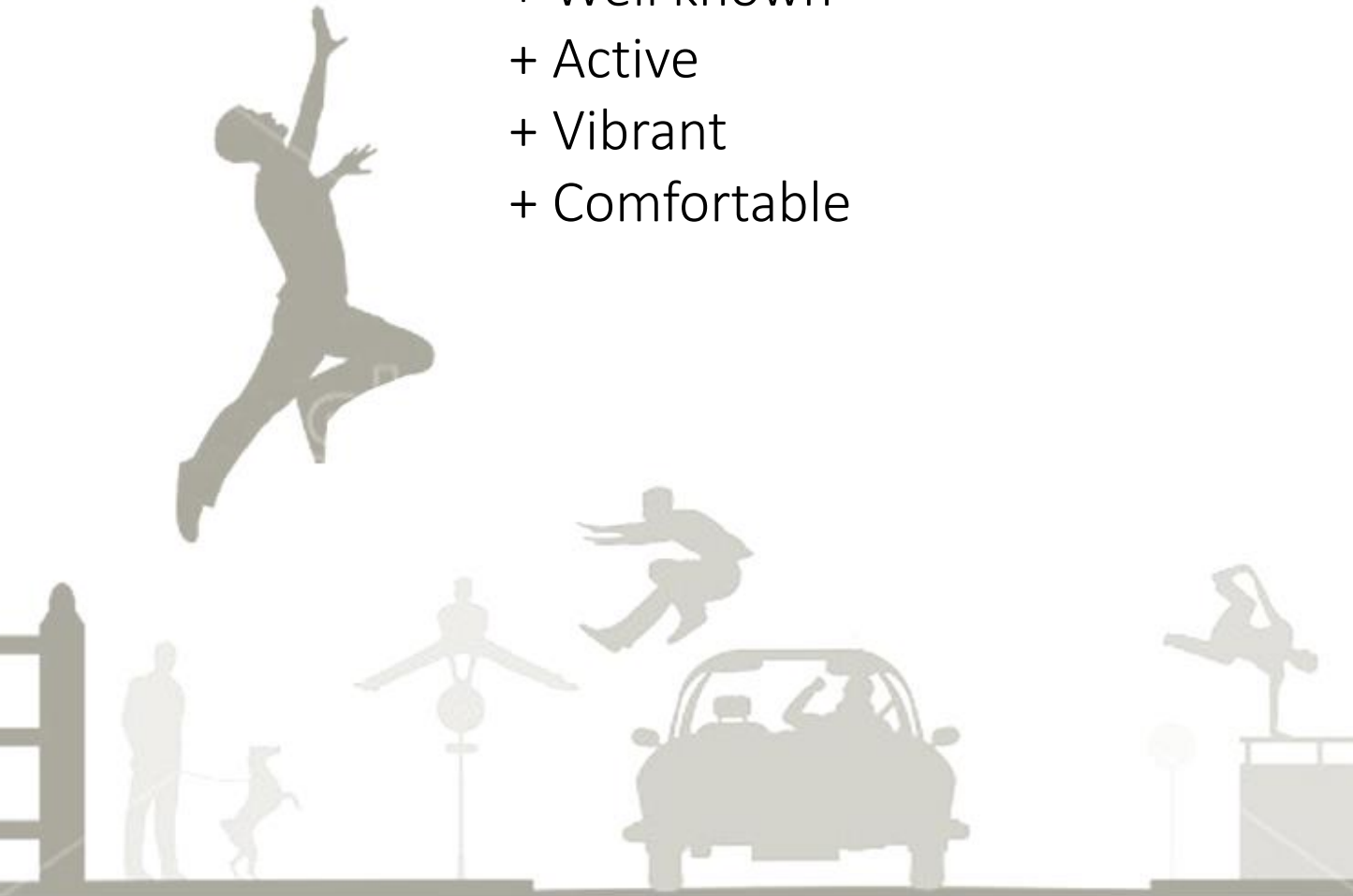


# ANALYSIS – A SUCCESSFUL CORRIDOR

++

A successful corridor would be:

- + Visually attractive
- + Busy
- + No vacancies
- + Well known
- + Active
- + Vibrant
- + Comfortable



# ANALYSIS – WHAT ARE THE BENEFITS AND RISKS

To assess the benefits and risks of changing the corridor, we have to understand the corridor as it is now.

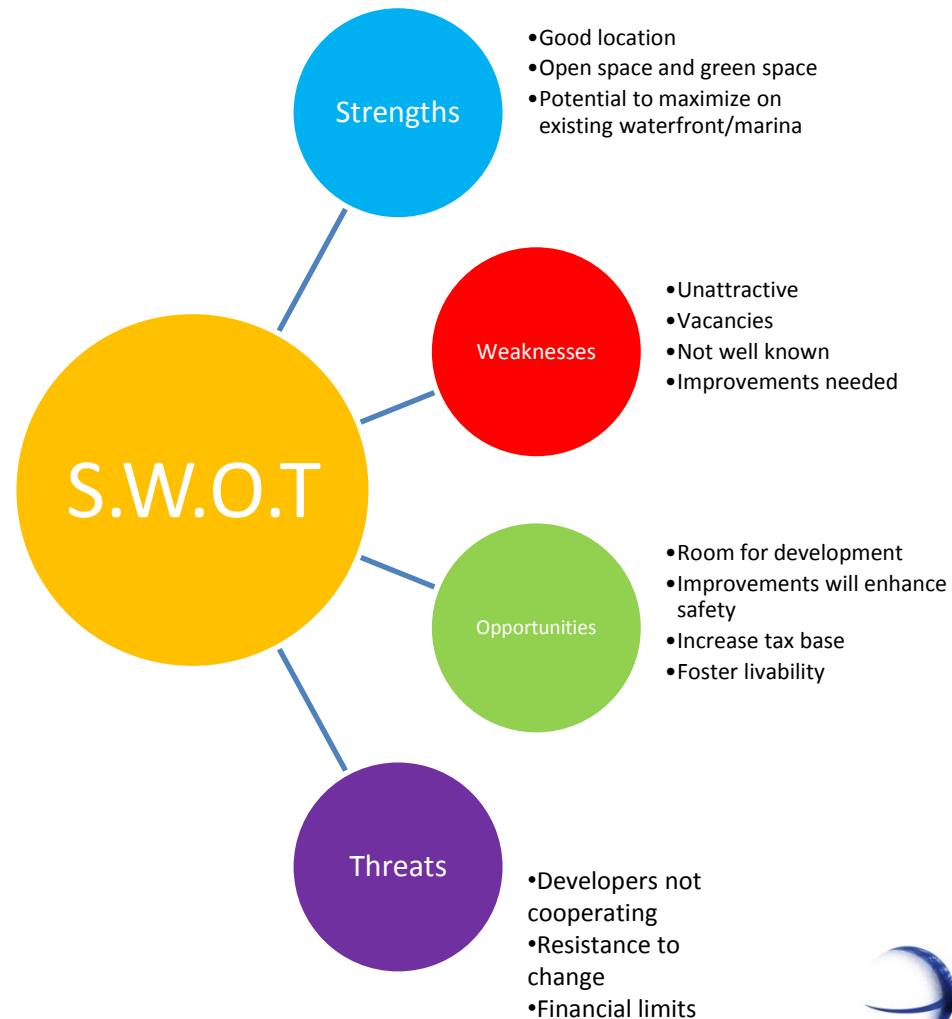
What are the corridor's :

Strengths

Weaknesses

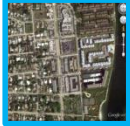
Opportunities

Threats



# ANALYSIS – CORRIDOR STRENGTHS++

## Good location



- Near residential, public, and commercial Zoning Districts
- Major Corridor going through multiple municipalities

## Open Space & Green



- Town Marina
- Kelsey Park
- Attractive sites for tourists and residents
- Recreational areas
- Town's highest property value

## Familiarity



- Historic Area
- Well-known Corridor to locals

# ANALYSIS – CORRIDOR WEAKNESSES--

## Vacancies

Several empty buildings and lots

Some buildings are only partially used

## Unattractive

Lack of distinctive theme

No consistency in design

Inadequate landscaping

## Need for improvements

Strong need for interior and

exterior improvements

Existing businesses require renovations

## Slow Traffic

Low to moderate traffic volume for existing businesses

Not a hot spot for residents and tourists



# ANALYSIS – CORRIDOR OPPORTUNITIES++

## Room for development

Sufficient amount of space for new development

The Corridor has the potential to bring in various types of businesses due to the Corridor's versatility.

## Increase Revenue

Improvement of Corridor has potential to increase:

- Number of jobs
- Property value
- Town tax base

## Enhance Livability

Implementing Mixed Use has the potential to improve:

- Walkability
- Safety
- Business clientele

# ANALYSIS – CORRIDOR THREATS<sup>+-</sup>

## Developer interest Vs. Community

Developers may or may not be interested in participating in this change

## Resistance to change

Residents and business owners may be resistant to change

Owners of private property will have to take initiative to improve site

## Resource limitations

Will there be enough money, support, and investors to pursue changes?

TOWN OF LAKE PARK

# THE PLAN

# THE PLAN – MIXED-USE OVERLAY DISTRICT<sup>++</sup>

The Town is considering options for a Mixed-Use corridor along US-1

Purpose and Intent:

Is to encourage infill, redevelopment, and streetscape improvements to

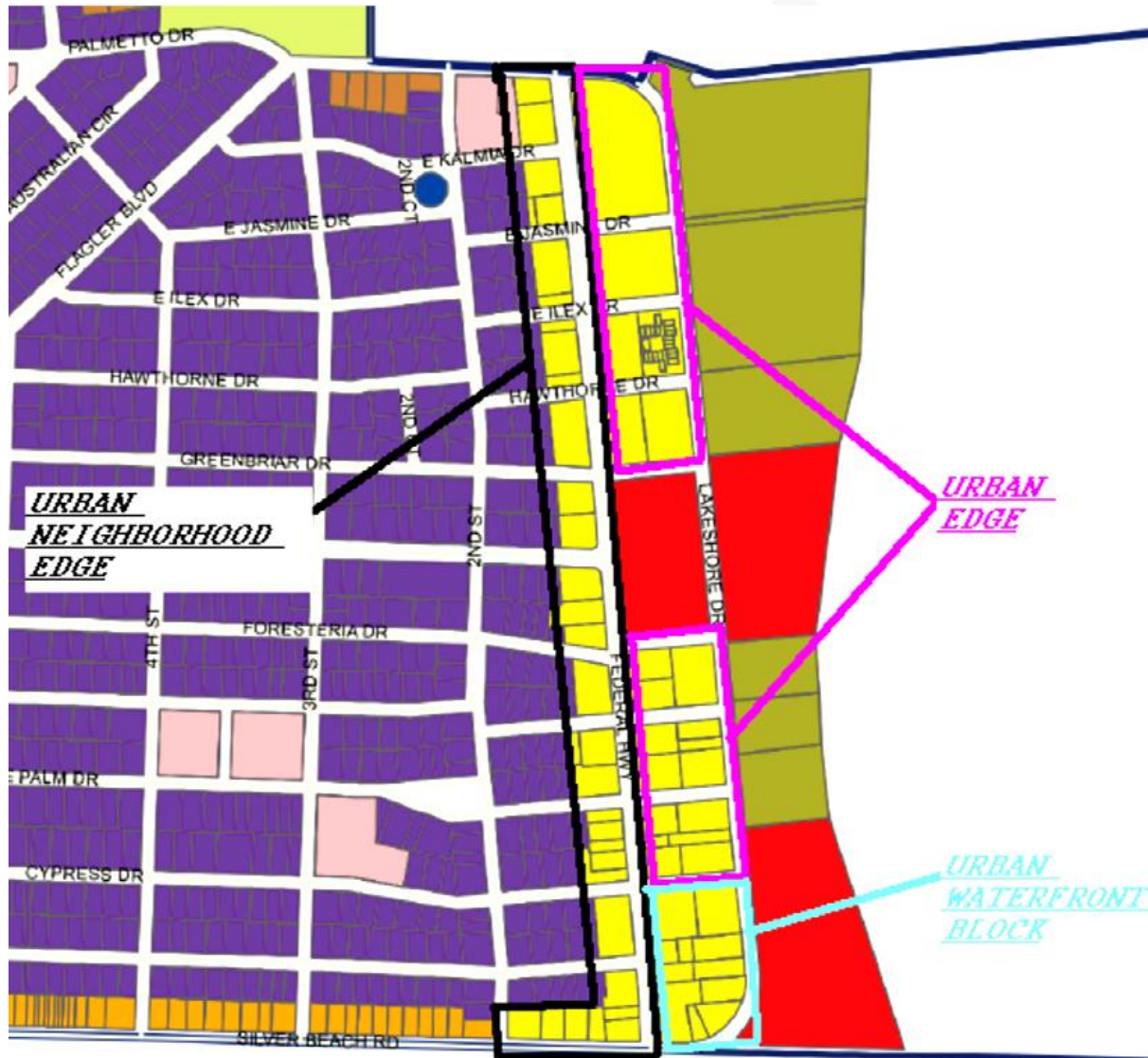
Achieve the following:

## + Provide sense of place

- + Enhance pedestrian and vehicular accessibility while dispersing traffic
- + Establish an overall architectural style that represent's the community
- + Encourage preservation of environmentally sensitive areas
- + Reduce overall number of vehicular trips
- + Utilize existing public resources and public services

# THE PLAN – MIXED-USE OVERLAY DISTRICT++

**Overlay District** – Permits for a mix of commercial + residential uses



**Proposed  
Mixed-Use  
Overlay District**

# THE PLAN – IMPLEMENTING PROCESS

## **Step 01 :**            **Create a vision for the district**

What should the corridor look like?

What type of uses should be there?

What should the environment feel like? (i.e. classic, tropical, modern)

## **Step 02:**            **Amend Comprehensive Plan**

## **Step 03:**            **Create zoning language for Town's Code of Ordinances**

Permitted and prohibited uses

Site development standards: size, architectural style, façade details

Landscaping

Street furniture

## **Step 04:**            **Undergo proper administrative procedures**

## **Step 05:**            **Revise (if necessary)**

## **Step 06:**            **Implement**

# THE PLAN – COMPREHENSIVE PLAN AMENDMENT

**Change Mixed Use Overlay District from 20 units an acre and 2.5 FAR to:**

- + 20 units an acre and 2.5 FAR in the Urban Neighborhood Edge district
- + 30 units an acre and 3.5 FAR in the Urban Edge sub-district, and;
- + 40 units an acre and a FAR of 6 in the Urban Waterfront sub-district

# THE PLAN – BUILD-OUT SCENARIO

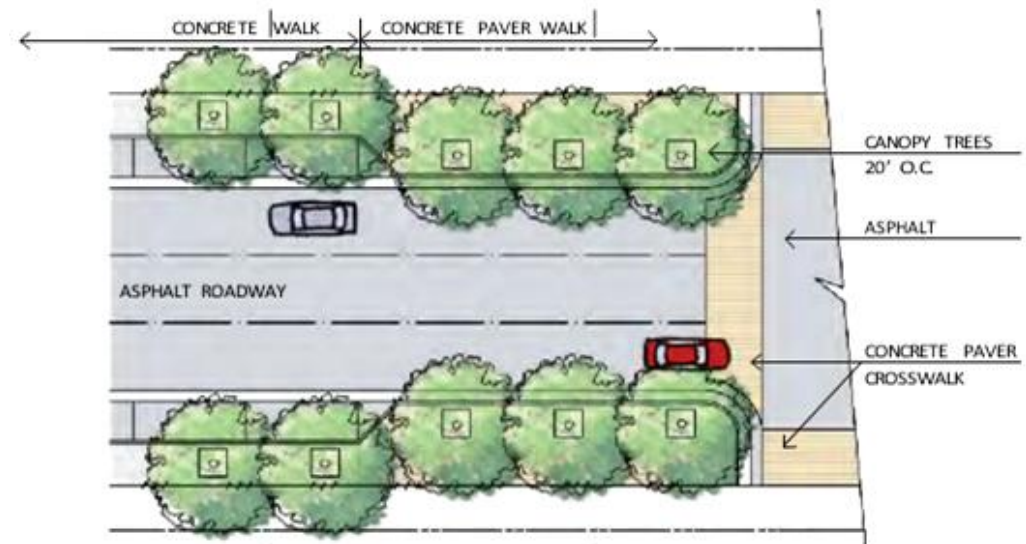
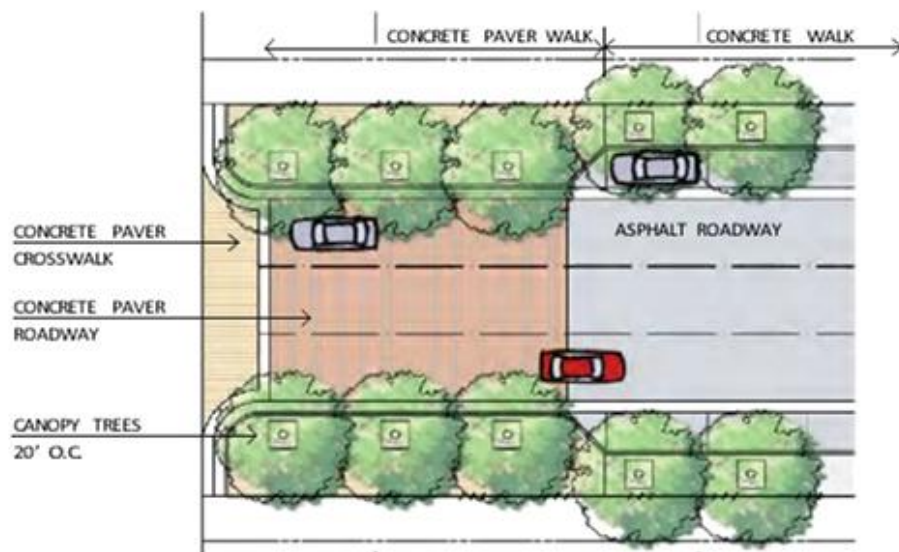
## Capacity analysis based on build-out scenario

- + Roadway Level of Service – LOS A to LOS C; LOS D required
- + Potable water - +300,000 gallons per day; 16.9 million gpd capacity
- + Sanitary Sewer - +200,000 gpd; 7 million gpd capacity
- + Solid Waste - +13,000 lbs/day, available capacity for next 20 yrs.
- + Parks - +6.9 acres required, +4 acres capacity, 2 additional acres req.
- + Schools - +350 students; 8,000+ capacity

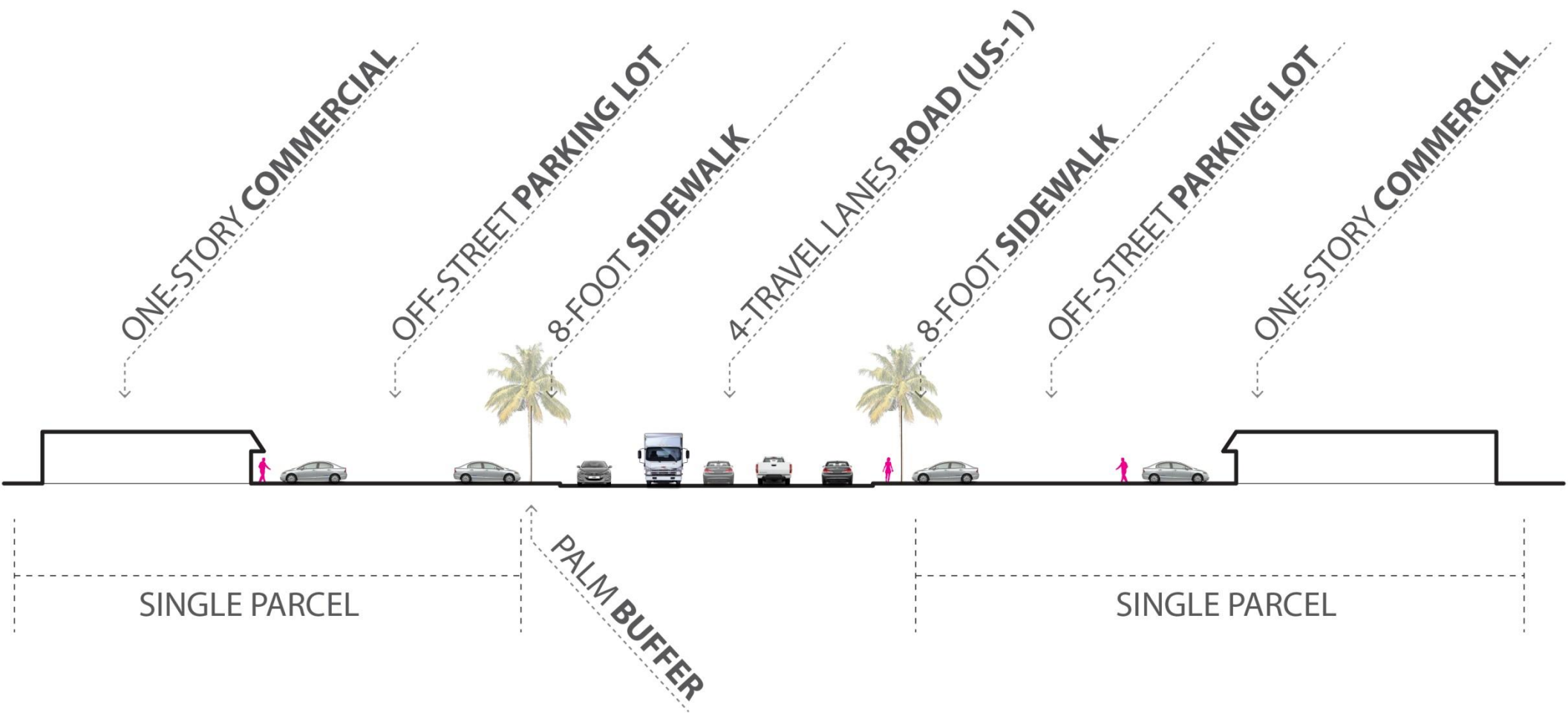


# THE PLAN – STREETSCAPE + CIRCULATION

The purpose of the improved streetscape and circulation is to ensure compatible elements between uses; adequate linkages with safe pedestrian connectivity; and an improved aesthetic.

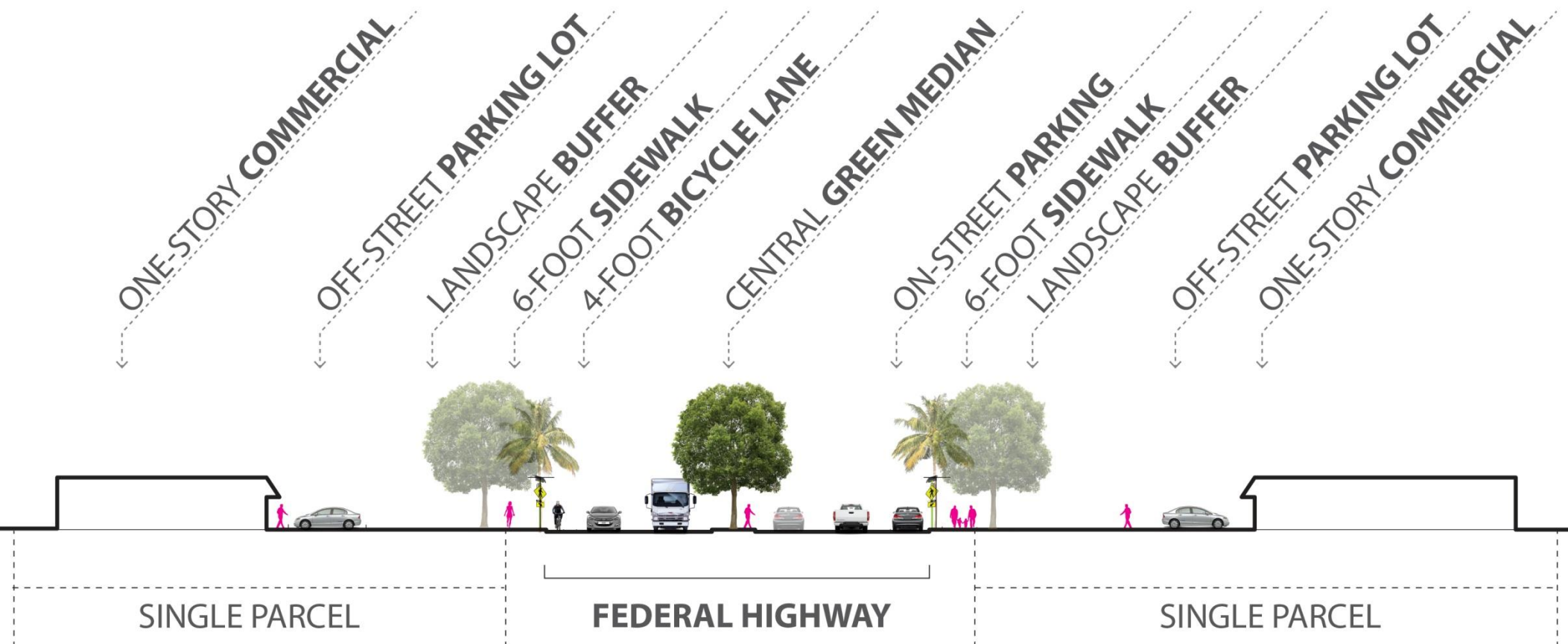


# THE PLAN – EXISTING STREET SECTION



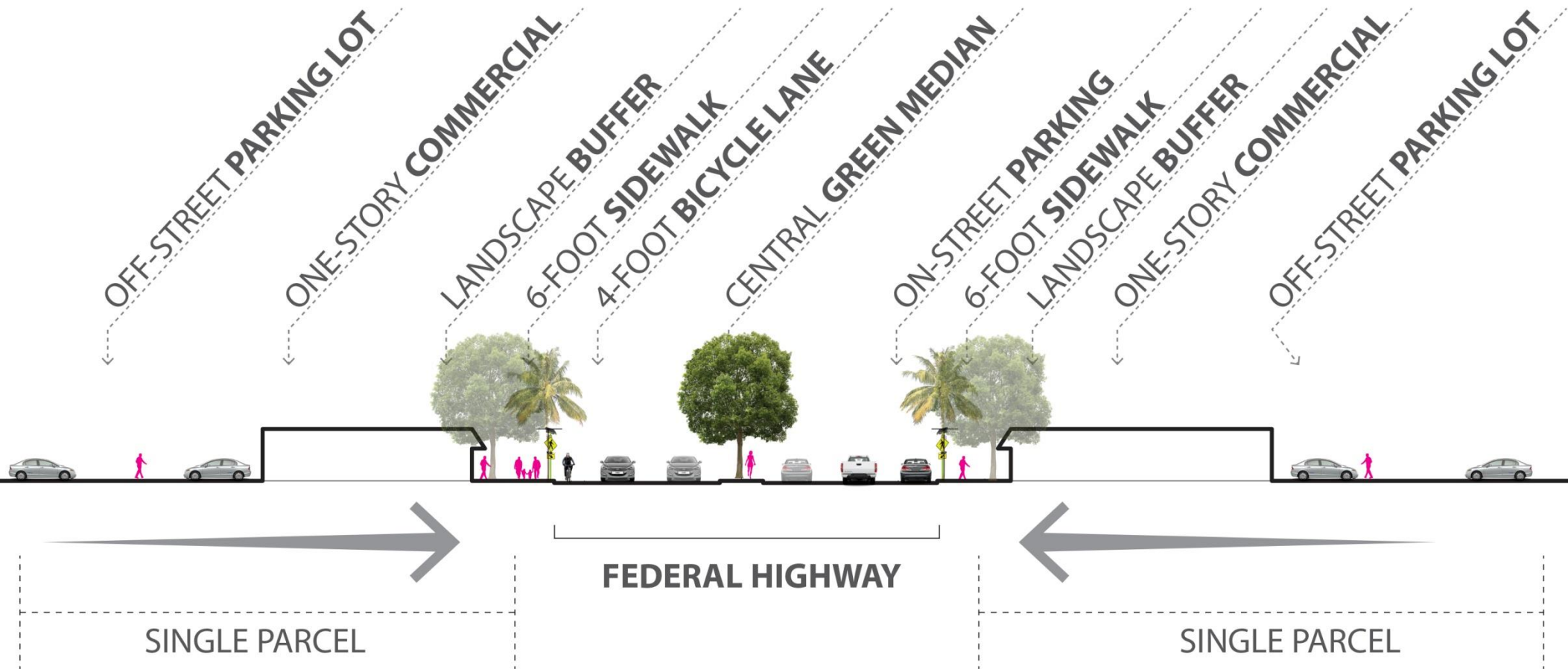
# THE PLAN – STREET SECTION (POSSIBILITY 01\_)++

## Streetscape + Signage Improvements– Way finding and comfort



# THE PLAN – STREET SECTION (POSSIBILITY 02\_)+ +

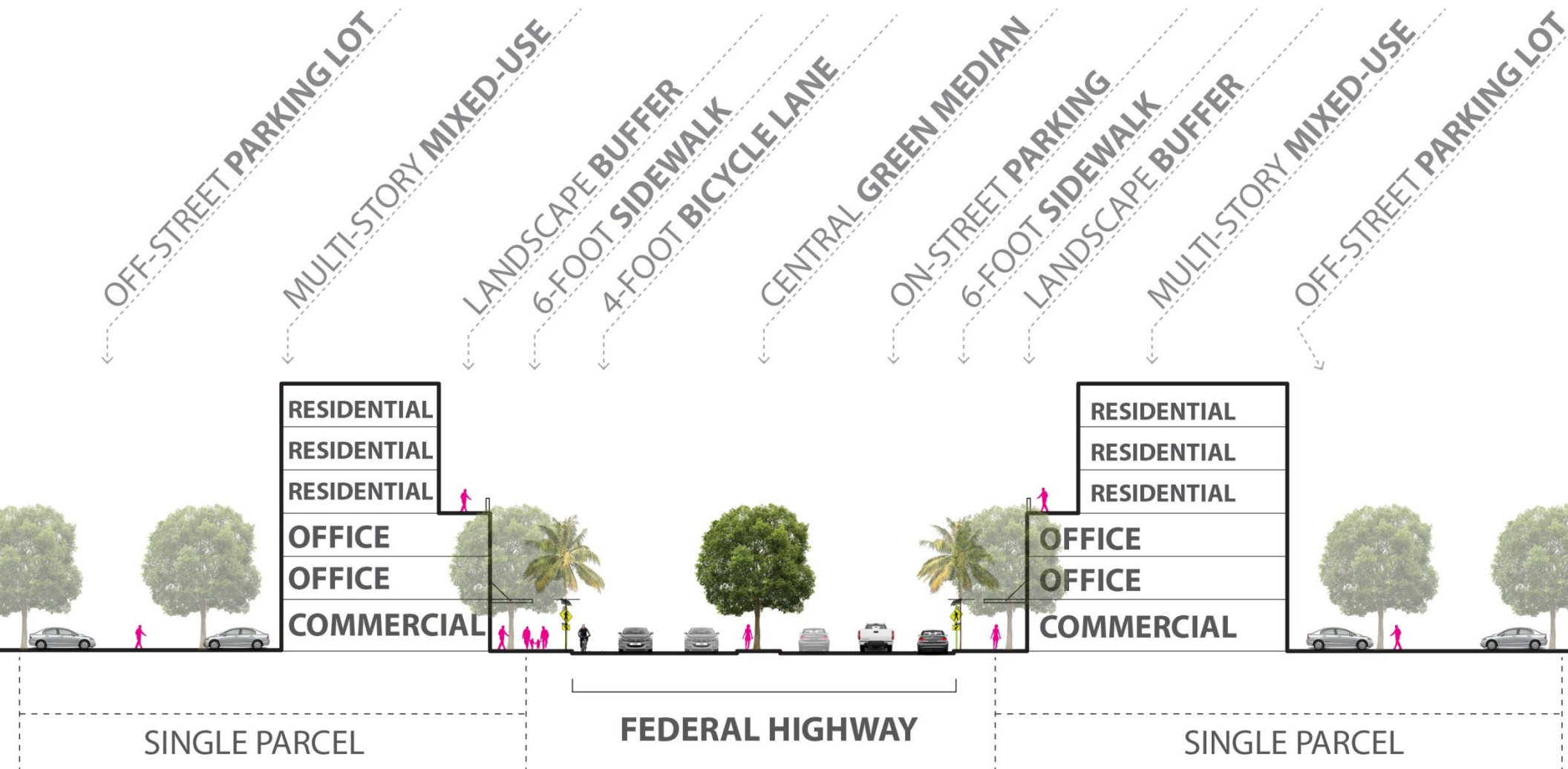
**Strong Edges** – Allows for possible pedestrian activities





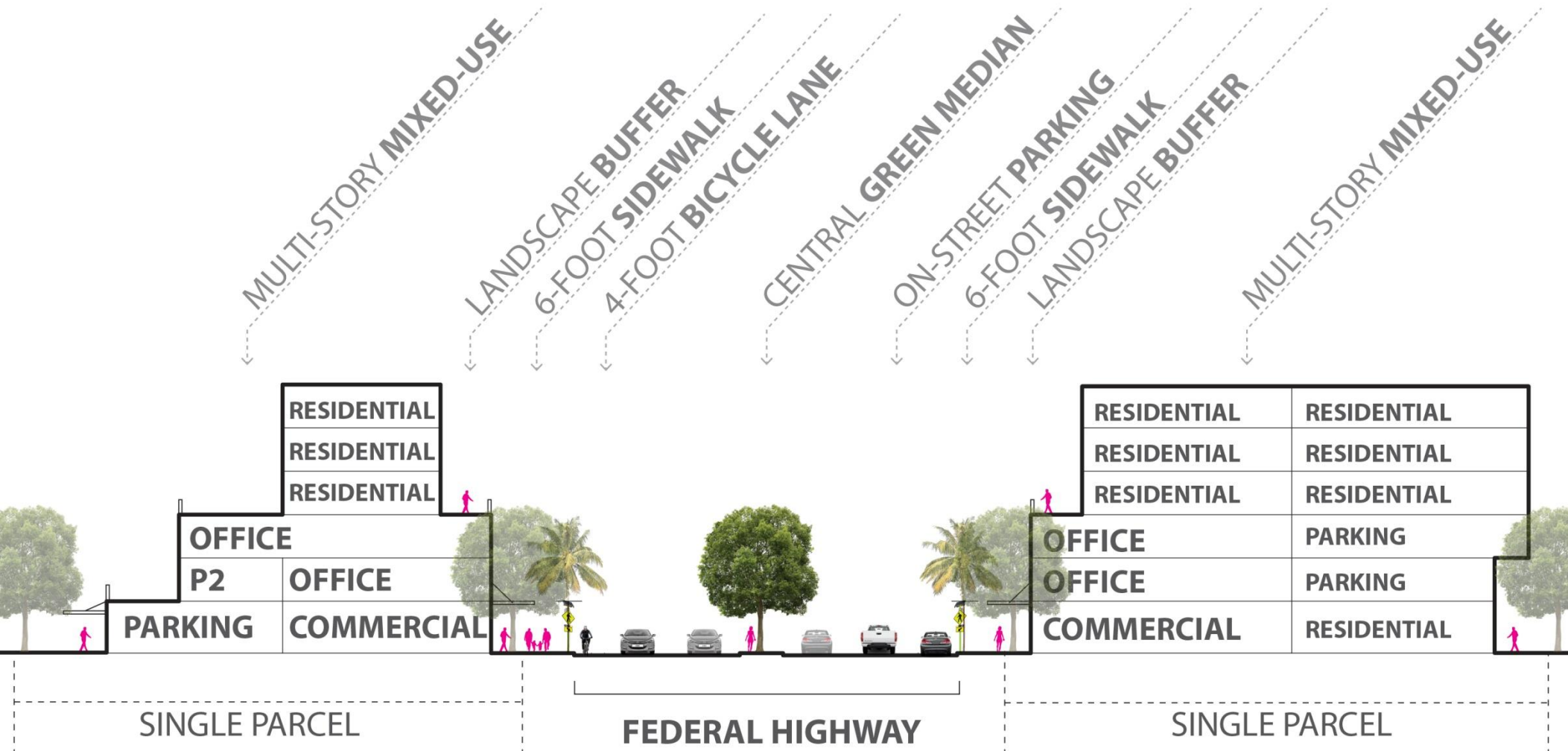
# THE PLAN – STREET SECTION (POSSIBILITY 03\_)+ +

**Mixed-Used Development** – Allows for multiple activities to take place



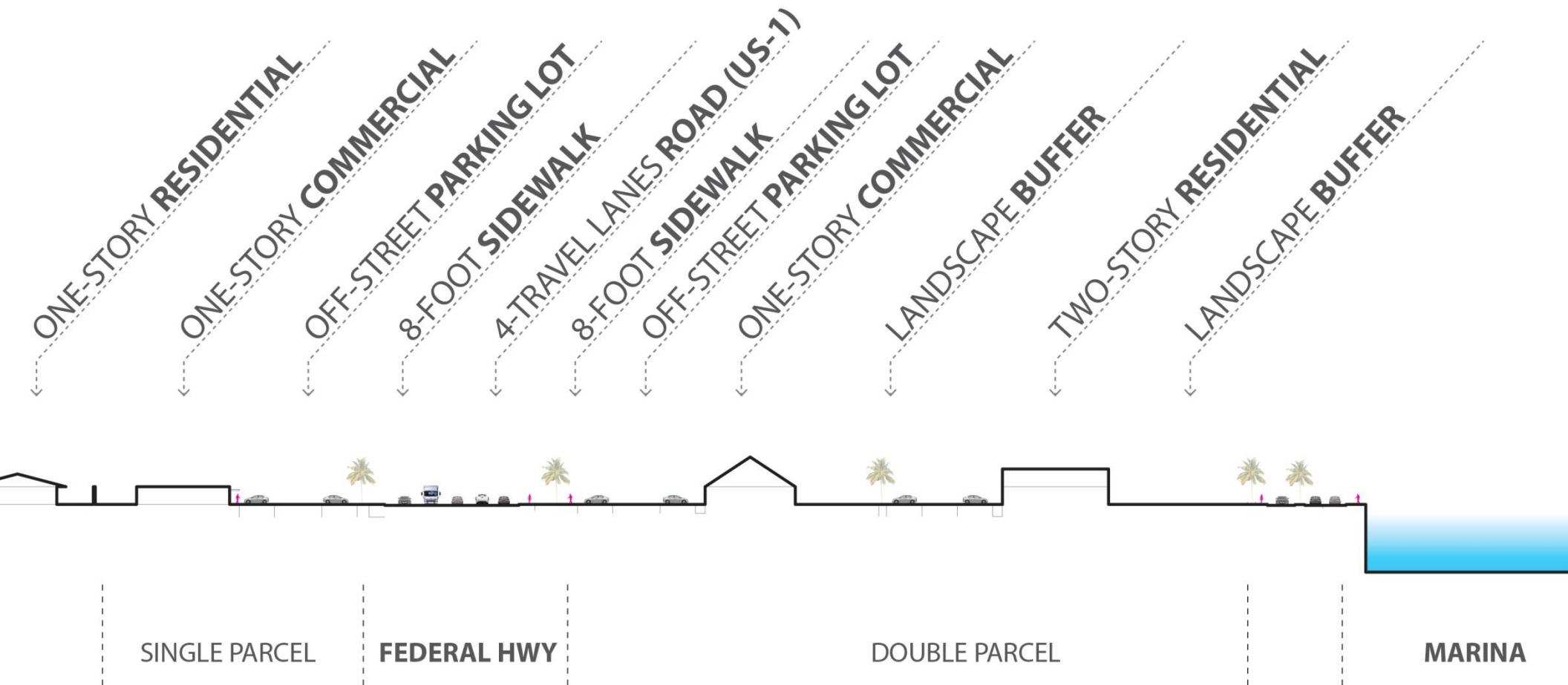
# THE PLAN – STREET SECTION (POSSIBILITY 04\_)++

**Urban Fabric** – Allows for smooth transitions between building scales



# THE PLAN – EXISTING STREET SECTION 02

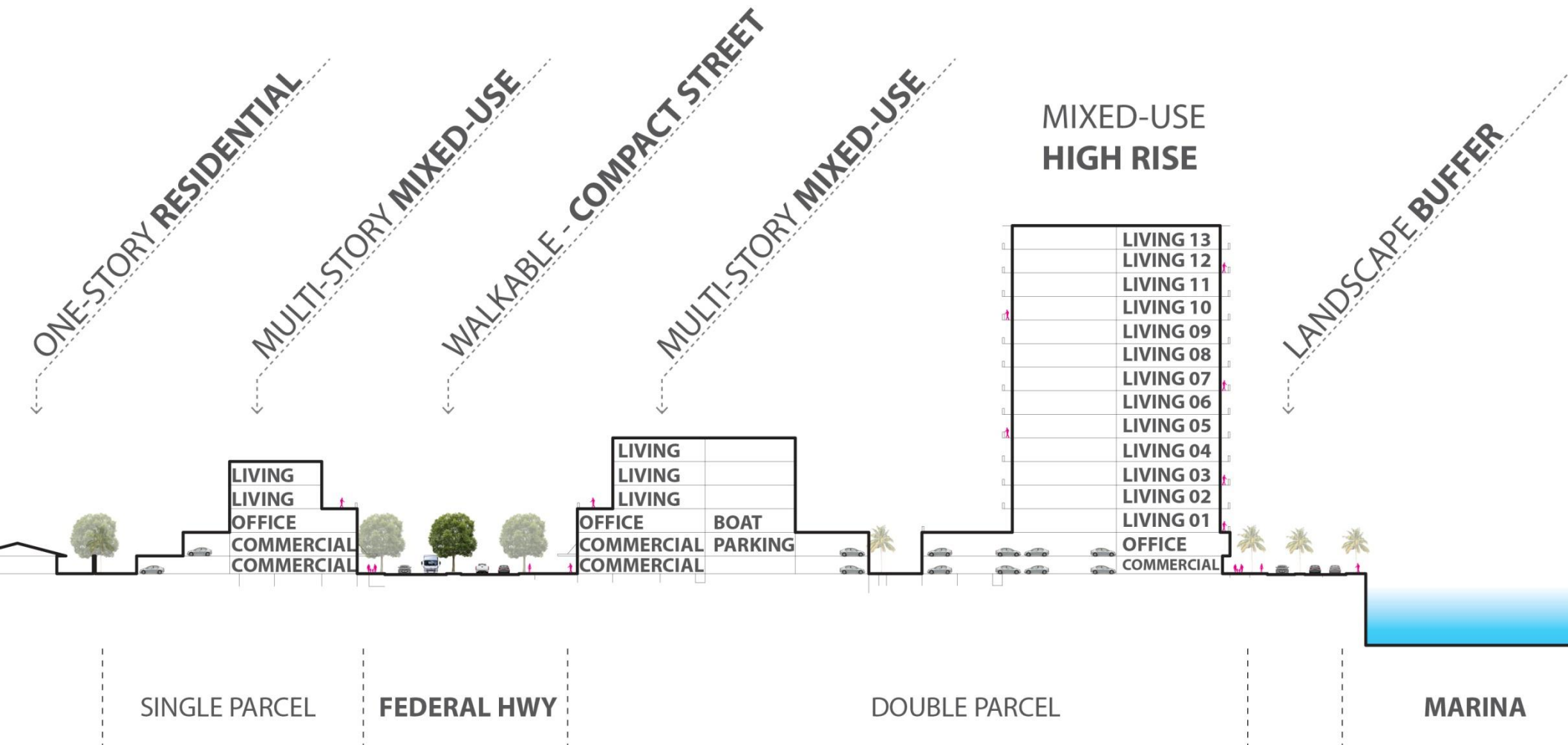
## Waterfront Adjacent to Marina





# THE PLAN – STREET SECTION (POSSIBILITY 05\_)+ +

**Waterfront Adjacent to Marina – Allows for higher densities**



# THE PLAN – LANDSCAPE+

Pursuant to other communities research, these ARE EXAMPLES ONLY—requires landscape architect review for recommendations, including irrigation considerations)



*Lantana*



*Plumbago*



*Royal Palm*



*Wart Fern*



*Mahogany*



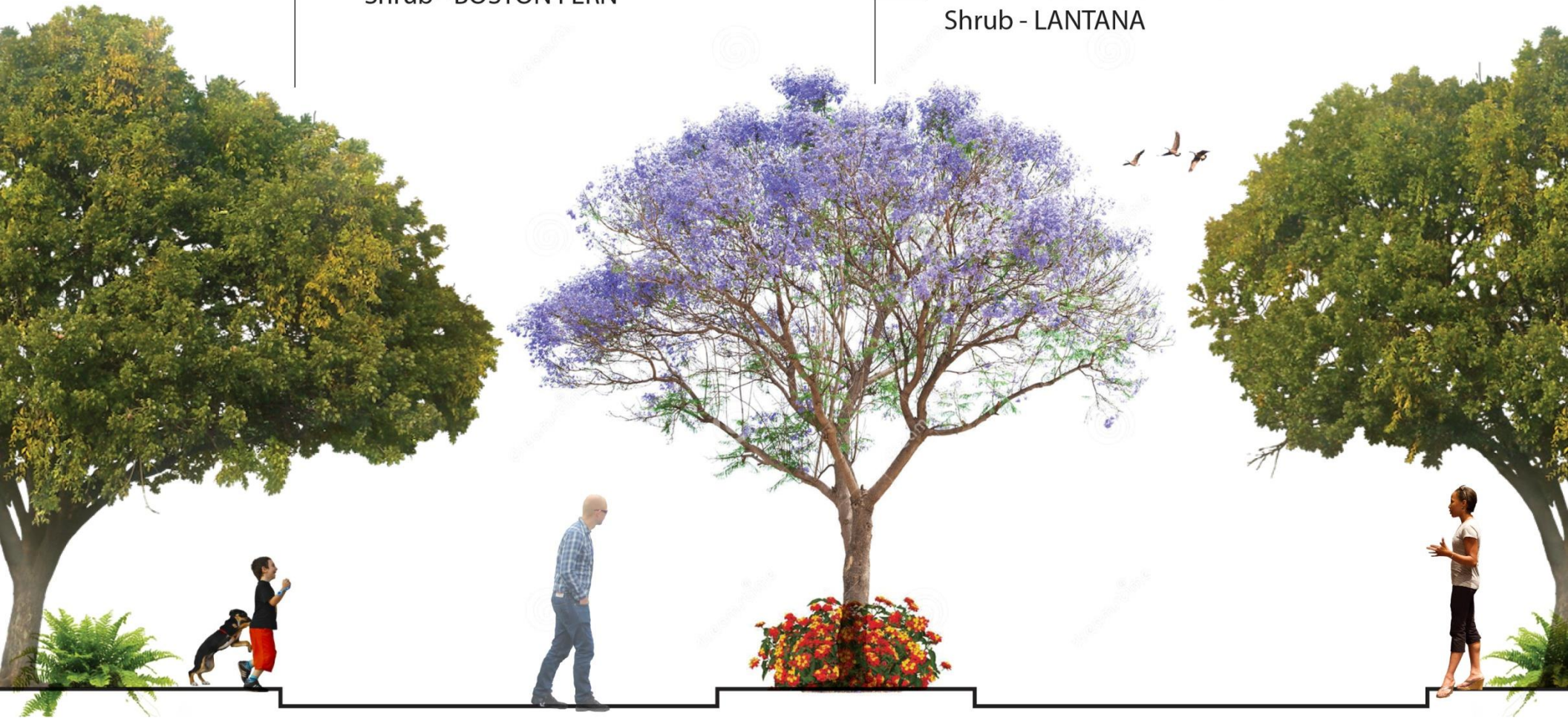
*Croton*



# THE PLAN – LANDSCAPE++

Street Tree - MAHOGANY  
Shrub - BOSTON FERN

Median Tree - JACARANDA  
Shrub - LANTANA



# THE PLAN – HARDSCAPE+

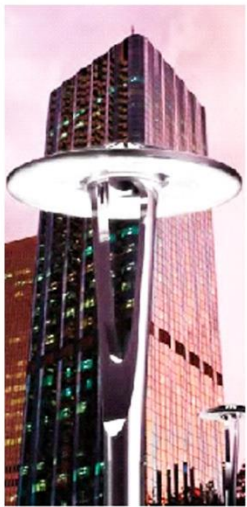
ADA accessible, easy to maintain yet unique surfaces should be used. Some options for the street, sidewalk, and other vertical elements are visually depicted as follows:





# THE PLAN – LIGHTING+

Identification and wayfinding is strongly characterized by lighting. Energy-efficient, LED lighting should be considered (funding permitted-solar can be explored also). Light fixtures with adequate cover and cut-off features to reduce excess glare and light pollution should also be considered. Some sample light fixtures (which will need to be explored further), include the following:





# THE PLAN – ARCHITECTURAL STYLES+

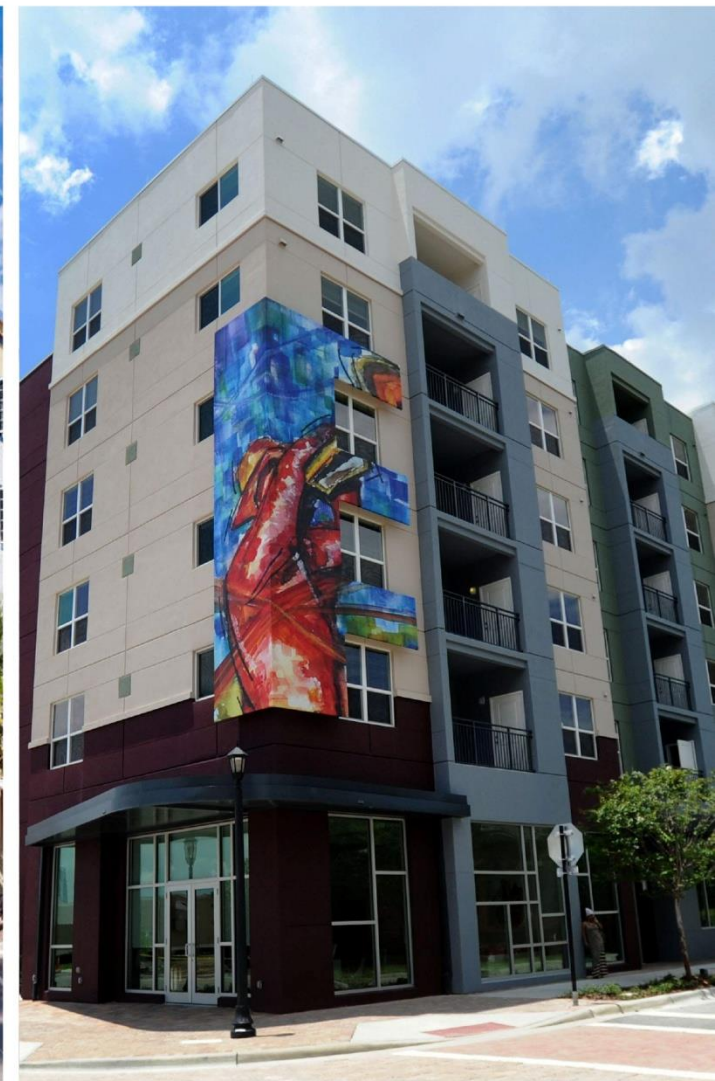
+MEDITERRANEAN



+ART DECO



+MODERN



TOWN OF LAKE PARK

# MIXED-USE COMMUNITY



# MIXED-USE COMMUNITY – EXAMPLE 01

**Vibrant Community** – Allows for day-and-night time activities



Image Source: Mooreland Development



# MIXED-USE COMMUNITY – EXAMPLE 02

**Walkable Community** – Allows for safe streets for pedestrians



Image Source: Zyscovich Architects



# MIXED-USE COMMUNITY – EXAMPLE 03

**Green Community** – Allows for sustainable development



Image Source: Brett VA



# MIXED-USE COMMUNITY – EXAMPLE 04

**Social Community** – Allows for public interaction



Image Source: RED Rooster

# MIXED-USE COMMUNITY – EXISTING

West side – 804 Federal Highway (US1)





# MIXED-USE COMMUNITY – POSSIBILITY

West side – 804 Federal Highway (US1)



Render Source: Shook Kelley  
Collage Source: Bell David Planning Group



# MIXED-USE COMMUNITY – EXISTING

East side – 801 Federal Highway (US1)



# MIXED-USE COMMUNITY – POSSIBILITY

East side – 804 Federal Highway (US1)



Render Source: Architecture Design Collaborative  
Collage Source: Bell David Planning Group



# MIXED-USE COMMUNITY – EXISTING

## Waterfront – Adjacent to Marina





# MIXED-USE COMMUNITY – POSSIBILITY

## Waterfront – Adjacent to Marina



Render Source: Curbed Chicago  
Collage Source: Bell David Planning Group

# LAKE PARK NOW!



TOWN OF LAKE PARK  
**THANK YOU!**